

PALACE OF MOTORIA SETTING FOR SHOW

Stately Scheme of Decoration
Worked Out For New York
Motor Exhibition.

Each national automobile show of recent years has evoked considerable comment among visitors over the fact that the setting for the cars has been a most impressive one. The scheme of decoration each season is one to which much thought is given, and the task of making the Grand Central Palace in New York and the Coliseum in Chicago attractive is one upon which no expense is spared. This season, for the sixteenth national show under the auspices of the National Automobile Chamber of Commerce, which opens in Grand Central Palace in New York on New Year's Eve, an original setting has been conceived, quite different from that of other years. Manager S. A. Miles says that the interior of the building is to be "The Palace of Motoria."

Lobby Is Impressive.
Surmounting the Corinthian columns the upper cornice which forms the railing of the second or mezzanine floor, is to be enriched with a mass of flowers of various tints. On this floor are 119 Doric columns, and these will be treated in Renaissance figures and pergola effects, with artistic signs with the names of the exhibitors. On the main floor tubular electric light signs will be used with the name of the car shown, as was the case last year.

The lobby of Grand Central Palace is so impressive and stately that very little "dressing" can be done, but an effect has been evolved so that huge velvet portieres partially screen off the stately display of cars and magnificent decorations beyond, and as one passes up the steps and beneath these, the Palace of Motoria will be revealed. A brilliant aspect of the lobby of Motoria will have no complaint about the appearance of her place this season. She should feel highly flattered. The decoration is being executed by M. A. Singer, who has been entrusted with the decorative work of numerous automobile shows in the past.

Wealth of New Ideas.
While to the technical mind and the automobile expert, there is much that is new in design and construction this season, this is not at once obvious to the average car owner, and, in fact, not visible at all in many cases, inasmuch as it is hidden by the hood and body of the car. But what will be at once evident is the wealth of new ideas in body design and seating arrangement. This will make a special appeal to women who consider the sociability feature of motoring.

Some manufacturers have given names to convey the basic thought of social enjoyment in certain body types—such names as "Chummy," "Aisleway," "Clubster," "So-sha-shelly." The front seat carries two persons, and the rear seat two as a rule. The entrance to the rear seats is through a small passage between the front seats, and the front door serves as the entrance for the entire car, the one tonneau side door being eliminated.

This style has numerous advantages. The car is shorter and lighter, the rear passengers get shelter from the wind, and the rear seat comes in front of the axle, where riding is much more comfortable. The top closes in the rear seat and resists rain better than the old style.

One reason for the new seating designs is that the hired driver and mechanic is fast passing away. There may be no fewer of him numerically, but member of the family is considered. It is easily seen that the percentage of the hired chauffeur is rapidly diminishing.

Develops More Power.
Some of the numerous body refinements for 1916 are apparently small things, yet they mean much in comfort to passengers. The fact that bodies are being built lighter and less cumbersome means that the motor can develop more power in climbing hills. The elimination of two of the side doors in touring models, and improved methods of mounting the body to the frame, result in less rattling. By hanging bodies lower on new models this season, so that the roof is not nearly as high as of recent years, some manufacturers have found that their car is inclined to be less "top-heavy" and subject to side sway on rough roads.

The practice of putting an extra seat on the running board of the two-seater roadster has evolved the three-seater roadster, or roadster, which will be popular this coming season. The running board seat, aside from being unsatisfactory, was dangerous, and on wet or muddy roads the occupant of this seat could scarcely avoid being splattered.

Numerous cars will be found to have swivel seats which can be turned completely around, enabling the occupant to face forward, sideways, or backwards with comfort. Practically all limousines will feature disappearing or auxiliary seats, which latter, when not in use, fold or swing in such a way as to be hidden from view by the upholstery, or else fit snugly in the tonneau wall.

Fixed Rules for Tire Inflation Impossible

Weight and Distribution Are
Chief Among Many Other
Factors.

PRESSURE GAUGE NECESSARY

Storage Deterioration May Be
Avoided by Excluding Light
and Heat.

The usage, with suggestions for reducing expense, is the theme of this series of eight articles by J. J. Haas, manager of the Washington branch of the Firestone Tire and Rubber Company.

This is the fourth in the series. Successive articles will appear in the automobile section of The Times each Saturday.

No. 4.—Inflation and Storage.

By J. J. HAAS.
INFLATION.—The style of car construction, power, speed, road conditions, the expert or careless driver and especially the weight and its distribution play an important part with the strains to which the tires will be subjected—consequently, a fixed rule for inflation would, in view of these things, produce different results.

Ordinarily, the tires on front wheels should be inflated between fifteen and eighteen pounds per inch of tire section and the rear tires fifteen to twenty pounds per inch of tire section. Resiliency of the tires is primarily governed by the construction and quality, but is largely influenced by the inflation and weight carried. Naturally a four-inch tire inflated to seventy pounds pressure and carrying 500 pounds weight will ride easier than the same size of tire with the same inflation and carry 700 pounds weight. The heavier weight causes more deflection of the tires on the ground and increases the action of the side walls, thereby adding to the comfort of the ride. Increasing the deflection or flattening of tires, either by extra weight or reducing the air pressure, causes more of the vibration to be absorbed by the tires rather than by the springs of the car.

Effect of Flattening.

When soft, the tire runs against a wave in the tread rubber which will pull away and separate from carcass or body. The heat from increased action in the side walls of under inflated tires softens the rubber cement or adhesion between the fabric layers—deflating takes place to some degree. Too much deflection of tire also means an irregular tension of one layer of fabric in relation to another—they pull apart, chafe and later, when striking a stone, rough place or rut, a blowout may occur.

There seems to be an impression of danger from blowouts due to expansion, especially during the hot weather. There is some expansion, but a matter of fact, it is not in proportion to the increase in temperature, for example. If the temperature of the air in a tire increases from sixty to eighty degrees, it does not follow that the air pressure per square inch increases from sixty to eighty pounds. It is actually means an increase of three pounds' pressure per square inch; that is, the pressure increases from sixty to sixty-three pounds. New tires stretch slightly after service a while, and inner tubes, when heated to a certain degree, are slightly permeable to nitrogen, and occasional inflation is, therefore, advisable. Deteriorating effects of stale air can be avoided by filling the tires with a fresh supply of air, at least two or three times a year.

Use Pressure Gauge.

The tires should not be inflated with the exhaust from the engine, as oil and certain gases are destructive to rubber—this does not have reference to pumps operated by power from the engine. Don't make the mistake of guessing at the inflation from appearances or by striking the tires with a hammer; use a pressure gauge at least every week. Tires sometimes appear to round pretty well, but when tested with a gauge, it may be found that the pressure is entirely too low to insure the best results. We believe the most satisfactory inflation method is to pump up the tires in accordance with formula. Then, if necessary, reduce the pressure slightly until they do not cause excessive vibration to the car and traction all around the rear wheels. Make a record of the pounds pressure at this point, and, if always maintained, the greatest efficiency, from tires and car will be enjoyed.

Deterioration, contrary to the general impression, is not necessarily a result of age, but is largely influenced by the conditions under which tires are held in stock.

Effect of Light.
When exposed to the light and sun, especially to the hot summer sun, the rubber will dry out, harden, and the efficiency and life of the tire will be impaired. As a protection from light,



J. J. HAAS.

when held in stock by a dealer or carried as an extra by the user, Firestone tires, after final inspection at the factory, are wrapped in paper—this also serves to preserve the shape of the tire. It is recommended that the paper be left on extra tires, or, if the paper be removed, it is a good plan to put the tires into service for a short time, until the rubber becomes solidifying the pores and covering with a thin coating of dirt will have a preservative effect.

Storage in Winter.

When the car is laid up for the winter, or for other reasons is not used for several weeks, the stale air should be removed from the tires. Partially inflate with fresh air—enough to round out the tires and cover them with muslin or other material to protect them from the light. The weight of the car should be supported by blocks or jacks, so that there will not be any weight on the tires.

If the tires be removed from the wheels, have a competent repair man look them over carefully and give such attention as may be necessary, then wrap with paper or burlap.

Before using tires in the spring examine them carefully for cuts on the outside, remove rocks and small nails, re-inforce any small breaks in the fabric inside, and lubricate fabric, also inner tube with powdered mica, make sure that rims are not dented or otherwise irregular. Apply a thin solution of graphite, shellac and alcohol.

Next week's article by Mr. Haas will have to do with "Effects From Severe Application of Brakes and Tread Attachments."

This Man Makes Home In His Ford Machine

Prof. Timothy Drake, of Boston, who goes about the country giving illustrated lectures, has solved the problem of healthful living while on the road. Prof. Drake carries his home with him, so that he is not dependent on hotels; and, having built it on a Ford car, he is independent of Pullmans.

Prof. Drake's Ford, with a one-room home built on the chassis in place of the regular body, is unique in every respect. The house, about twelve feet long and five feet wide, covers all the automobile except the engine. It is so arranged that the professor can sleep in it and prepare his own meals, in comparative comfort.

A bed, built on one side of the car, is folded toward the wall when not in use. Opposite the bed are an oil and an alcohol stove, used for heating the room and also for cooking the meals. Provisions are stowed in several boxes, containing shelves, arranged along the walls. There is a wardrobe at the rear with capacity for a dozen suits of clothes and other garments. The house has windows and one door at the left side. The roof, made of wood, covered with tar paper, is sloping so that the rain will drain off. The height of the house from floor to ceiling is about seven feet.

Prof. Drake has had no difficulties while on the road.

NO AIR LOST WITH NAILS IN THE TIRE

Conclusive Demonstration of
New Tire Seal Given in Run
to Baltimore.

A conclusive demonstration of Jovo, a new tire seal which overcomes puncture troubles, was made yesterday by J. F. Quenson, Southern representative of the Joseph A. Vogel Company, of Wilmington, Del., who manufactures it. Mr. Quenson's car, a 1916 Studebaker with brand new tires, was driven down Pennsylvania avenue to pick up H. E. Duckstein, automobile editor of the Post; J. A. Cottman, James E. Hendley, of the United States Reclamation Service, and The Times automobile editor, who constituted the party of interested witnesses. Then, before a large and absorbed crowd which had gathered, Mr. Hendley took a hammer and drove a ten-penny nail into each tire. Common opinion being that the most severe test would be to let the nails stay in the tires during the run, the party got into the car, and, with Mr. Quenson driving, started off for Baltimore at 1:30 o'clock. At 3:10 the car reached Baltimore and drew up in front of the city hall. Robert E. Lee, secretary to Mayor Robt. D. Taylor, who had been advised of the test, came down from his office, and with a pair of pliers removed the nails, which were practically buried in the tire. A little of the preparation, under the air pressure from the tubes, came to the surface of the shoe, but there was no loss of air.

Jovo undoubtedly has great merit, and is another new adjunct to the motor car.

TAKES HARD TRIP IN CADILLAC EIGHT

After Having covered six of the
Western and Coast States, reaching
10,000 foot elevations, J. H. New-
bauer, of San Francisco, has just
completed a 6,000-mile tour in his
Cadillac eight.

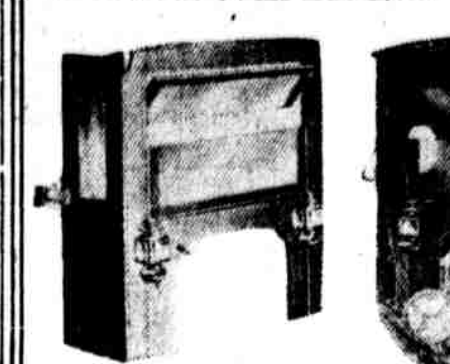
The main trails were traversed in

Build Jitney Buses On Dart Truck Chassis

Miller Bros., who have just sold two seventy-five-passenger Dart jitney cars to the District Jitney Bus Company, have opened up a new line by providing jitney cars having a carrying capacity large enough to accommodate the demands of passengers during the congested travel hours of the day.

These cars are entirely different from any jitneys that have heretofore been operated in this city. The bodies have been especially ordered by Miller Bros. to fit the Dart chassis and give the service that the public demands.

The Dart line of trucks and chassis are built along lines that fit them for the class of work the jitney service requires—14-inch wheel base, 2,000-pound capacity, 20-horsepower motor, selective transmission, three speeds forward and reverse. The drive is by means of a jack shaft, with double universal joints, the final drive being made through roller side chains to the rear wheels. The car is so constructed that 65 per cent of the load is carried on the rear wheels, which are equipped with solid tires, while the remainder of the weight is carried on the front wheels, which are equipped with pneumatic tires.



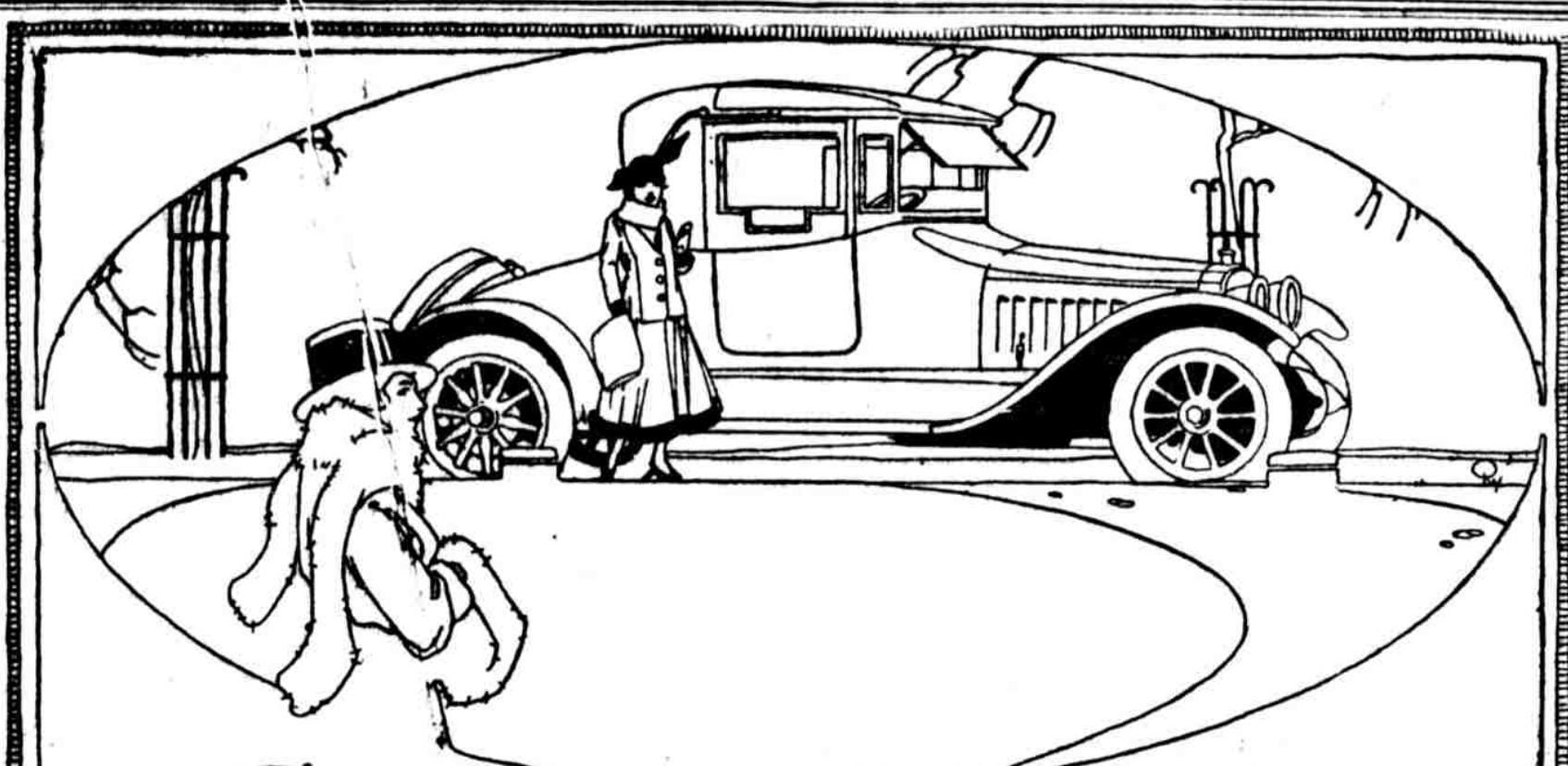
Side View Front View

Why not prepare for the winter by having your Ford Commercial Car equipped with a vestibule storm inclosure, a protection to the goods as well as the driver. Easily operated from inside or out. Prices and demonstration on application.

S. J. MEEKS' SON

622 G Street N.W.

Phone: Main 2198 Commercial Body Builders



Chalmers \$1450

Victoria Cabriolet

F. O. B. Detroit

You Can Use This Car All the Year Round

Cold weather is coming and you who drive cars all winter will need protection. Your car is even more necessary in winter than in summer. When the snow and sleet of winter are in the air the closed car means not only speed and comfort, but your health as well.

The Most Sensible 3-Passenger Car of the Year
THE Victoria Cabriolet is the finest car Chalmers has ever made to carry one, two or three passengers, either in winter or summer. For it is convertible. In winter it affords the complete protection of a fine closed car. In summer you simply fold the Cabriolet top compactly into its cover and have a perfect touring roadster.

The Cabriolet does for three passengers exactly what the Palanquin does for seven: It is a combination of two cars in one—at the price of one. Everybody calls it the most sensible three-passenger car of the year because it does serve this double purpose.

A Sensible Price, Too
And if you will look around among other cars—which investigation we invite, by the way—you will find that the price of the Cabriolet—\$1450—is even less than that of other cabriolets which do not give you the convertible feature.

Which is just one more result that can be achieved in your favor by a live, hustling organization like the Chalmers, building cars in great quantities.

See This Car in Our Show Rooms
Let us show you this unique car. The Chalmers convertible feature in both seven-

and three-passenger cars has come to stay, because it is plain good sense combined with all the luxury you ever saw in a motor car. And the best evidence of this lies in the fact that these Chalmers double-purpose combinations have been more extensively copied than any other cars in automobile history.

The whole matter will appeal to you in a very simple manner:
Why buy two cars, one for winter and one for summer, when one will serve both purposes? The answer is, of course, obvious.

Prices May Go Up
A good suggestion is that you buy this car now. For present conditions are advancing raw material prices very rapidly and the Cabriolet price may go up \$100 in the spring—or earlier.

Mr. Chalmers guarantees us there will be no reduction in the price of this car in the spring, but will not guarantee there will be no increase. A word to the wise is sufficient.

Mail us this coupon and we will mail you the Chalmers regularly

Chalmers Motor Company, Detroit, Mich. I own Chalmers Car No. _____ and would like to be put on the list for the Chalmers Clubman.

Name _____ Address _____

See This Car in Our Show Rooms

Let us show you this unique car. The Chalmers convertible feature in both seven-

and three-passenger cars has come to stay, because it is plain good sense combined with all the luxury you ever saw in a motor car. And the best evidence of this lies in the fact that these Chalmers double-purpose combinations have been more extensively copied than any other cars in automobile history.

The whole matter will appeal to you in a very simple manner:
Why buy two cars, one for winter and one for summer, when one will serve both purposes? The answer is, of course, obvious.

Prices May Go Up
A good suggestion is that you buy this car now. For present conditions are advancing raw material prices very rapidly and the Cabriolet price may go up \$100 in the spring—or earlier.

Mr. Chalmers guarantees us there will be no reduction in the price of this car in the spring, but will not guarantee there will be no increase. A word to the wise is sufficient.

Mail us this coupon and we will mail you the Chalmers regularly

Chalmers Motor Company, Detroit, Mich. I own Chalmers Car No. _____ and would like to be put on the list for the Chalmers Clubman.

Name _____ Address _____

See This Car in Our Show Rooms

Let us show you this unique car. The Chalmers convertible feature in both seven-

and three-passenger cars has come to stay, because it is plain good sense combined with all the luxury you ever saw in a motor car. And the best evidence of this lies in the fact that these Chalmers double-purpose combinations have been more extensively copied than any other cars in automobile history.

The whole matter will appeal to you in a very simple manner:
Why buy two cars, one for winter and one for summer, when one will serve both purposes? The answer is, of course, obvious.

Prices May Go Up
A good suggestion is that you buy this car now. For present conditions are advancing raw material prices very rapidly and the Cabriolet price may go up \$100 in the spring—or earlier.

Mr. Chalmers guarantees us there will be no reduction in the price of this car in the spring, but will not guarantee there will be no increase. A word to the wise is sufficient.

Mail us this coupon and we will mail you the Chalmers regularly

Chalmers Motor Company, Detroit, Mich. I own Chalmers Car No. _____ and would like to be put on the list for the Chalmers Clubman.

Name _____ Address _____

See This Car in Our Show Rooms

Let us show you this unique car. The Chalmers convertible feature in both seven-

and three-passenger cars has come to stay, because it is plain good sense combined with all the luxury you ever saw in a motor car. And the best evidence of this lies in the fact that these Chalmers double-purpose combinations have been more extensively copied than any other cars in automobile history.

The whole matter will appeal to you in a very simple manner:
Why buy two cars, one for winter and one for summer, when one will serve both purposes? The answer is, of course, obvious.

Prices May Go Up
A good suggestion is that you buy this car now. For present conditions are advancing raw material prices very rapidly and the Cabriolet price may go up \$100 in the spring—or earlier.

Mr. Chalmers guarantees us there will be no reduction in the price of this car in the spring, but will not guarantee there will be no increase. A word to the wise is sufficient.

Mail us this coupon and we will mail you the Chalmers regularly

Chalmers Motor Company, Detroit, Mich. I own Chalmers Car No. _____ and would like to be put on the list for the Chalmers Clubman.

Name _____ Address _____

See This Car in Our Show Rooms

Let us show you this unique car. The Chalmers convertible feature in both seven-

and three-passenger cars has come to stay, because it is plain good sense combined with all the luxury you ever saw in a motor car. And the best evidence of this lies in the fact that these Chalmers double-purpose combinations have been more extensively copied than any other cars in automobile history.

The whole matter will appeal to you in a very simple manner:
Why buy two cars, one for winter and one for summer, when one will serve both purposes? The answer is, of course, obvious.

Prices May Go Up
A good suggestion is that you buy this car now. For present conditions are advancing raw material prices very rapidly and the Cabriolet price may go up \$100 in the spring—or earlier.

Mr. Chalmers guarantees us there will be no reduction in the price of this car in the spring, but will not guarantee there will be no increase. A word to the wise is sufficient.

Mail us this coupon and we will mail you the Chalmers regularly

Chalmers Motor Company, Detroit, Mich. I own Chalmers Car No. _____ and would like to be put on the list for the Chalmers Clubman.

Name _____ Address _____

See This Car in Our Show Rooms

Let us show you this unique car. The Chalmers convertible feature in both seven-

and three-passenger cars has come to stay, because it is plain good sense combined with all the luxury you ever saw in a motor car. And the best evidence of this lies in the fact that these Chalmers double-purpose combinations have been more extensively copied than any other cars in automobile history.

The whole matter will appeal to you in a very simple manner:
Why buy two cars, one for winter and one for summer, when one will serve both purposes? The answer is, of course, obvious.

Prices May Go Up
A good suggestion is that you buy this car now. For present conditions are advancing raw material prices very rapidly and the Cabriolet price may go up \$100 in the spring—or earlier.

Mr. Chalmers guarantees us there will be no reduction in the price of this car in the spring, but will not guarantee there will be no increase. A word to the wise is sufficient.

Mail us this coupon and we will mail you the Chalmers regularly

Chalmers Motor Company, Detroit, Mich. I own Chalmers Car No. _____ and would like to be put on the list for the Chalmers Clubman.

Name _____ Address _____

See This Car in Our Show Rooms

Let us show you this unique car. The Chalmers convertible feature in both seven-

and three-passenger cars has come to stay, because it is plain good sense combined with all the luxury you ever saw in a motor car. And the best evidence of this lies in the fact that these Chalmers double-purpose combinations have been more extensively copied than any other cars in automobile history.

The whole matter will appeal to you in a very simple manner:
Why buy two cars, one for winter and one for summer, when one will serve both purposes? The answer is, of course, obvious.

Prices May Go Up
A good suggestion is that you buy this car now. For present conditions are advancing raw material prices very rapidly and the Cabriolet price may go up \$100 in the spring—or earlier.

Mr. Chalmers guarantees us there will be no reduction in the price of this car in the spring, but will not guarantee there will be no increase. A word to the wise is sufficient.

Mail us this coupon and we will mail you the Chalmers regularly

Chalmers Motor Company, Detroit, Mich. I own Chalmers Car No. _____ and would like to be put on the list for the Chalmers Clubman.

Name _____ Address _____

See This Car in Our Show Rooms

Let us show you this unique car. The Chalmers convertible feature in both seven-

and three-passenger cars has come to stay, because it is plain good sense combined with all the luxury you ever saw in a motor car. And the best evidence of this lies in the fact that these Chalmers double-purpose combinations have been more extensively copied than any other cars in automobile history.

The whole matter will appeal to you in a very simple manner:
Why buy two cars, one for winter and one for summer, when one will serve both purposes? The answer is, of course, obvious.

Prices May Go Up
A good suggestion is that you buy this car now. For present conditions are advancing raw material prices very rapidly and the Cabriolet price may go up \$100 in the spring—or earlier.

Mr. Chalmers guarantees us there will be no reduction in the price of this car in the spring, but will not guarantee there will be no increase. A word to the wise is sufficient.

Mail us this coupon and we will mail you the Chalmers regularly

Chalmers Motor Company, Detroit, Mich. I own Chalmers Car No. _____ and would like to be put on the list for the Chalmers Clubman.

Name _____ Address _____

See This Car in Our Show Rooms

Let us show you this unique car. The Chalmers convertible feature in both seven-

and three-passenger cars has come to stay, because it is plain good sense combined with all the luxury you ever saw in a motor car. And the best evidence of this lies in the fact that these Chalmers double-purpose combinations have been more extensively copied than any other cars in automobile history.

The whole matter will appeal to you in a very simple manner:
Why buy two cars, one for winter and one for summer, when one will serve both purposes? The answer is, of course, obvious.

Prices May Go Up
A good suggestion is that you buy this car now. For present conditions are advancing raw material prices very rapidly and the Cabriolet price may go up \$100 in the spring—or earlier.

Mr. Chalmers guarantees us there will be no reduction in the price of this car in the spring, but will not guarantee there will be no increase. A word to the wise is sufficient.

Mail us this coupon and we will mail you the Chalmers regularly

Chalmers Motor Company, Detroit, Mich. I own Chalmers Car No. _____ and would like to be put on the list for the Chalmers Clubman.

Name _____ Address _____

See This Car in Our Show Rooms

Let us show you this unique car. The Chalmers convertible feature in both seven-

and three-passenger cars has come to stay, because it is plain good sense combined with all the luxury you ever saw in a motor car. And the best evidence of this lies in the fact that these Chalmers double-purpose combinations have been more extensively copied than any other cars in automobile history.

The whole matter will appeal to you in a very simple manner:
Why buy two cars, one for winter and one for summer, when one will serve both purposes? The answer is, of course, obvious.

Prices May Go Up
A good suggestion is that you buy this car now. For present conditions are advancing raw material prices very rapidly and the Cabriolet price may go up \$100 in the spring—or earlier.

Mr. Chalmers guarantees us there will be no reduction in the price of this car in the spring, but will not guarantee there will be no increase. A word to the wise is sufficient.

Mail us this coupon and we will mail you the Chalmers regularly

Chalmers Motor Company, Detroit, Mich. I own Chalmers Car No. _____ and would like to be put on the list for the Chalmers Clubman.

Name _____ Address _____

See This Car in Our Show Rooms